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The China Mail.

J. EYES



September 21, 1920, Temperature 79.

Barometer 29.85

Rainfall 0.05 inch

Humidity 80.

September 21, 1919, Temperature 75

No. 18, 061.

二拜禮

號一廿月九年十二百九千一英

HONGKONG, TUESDAY, SEPTEMBER 21, 1920

日十初月八申庚亥歲年九國民華中

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

COAL SITUATION UNCHANGED.

NEXT FEW DAYS CHARGED WITH FATEFUL CONSEQUENCES.

COUNTRY'S ECONOMIC LIFE THREATENED.

LONDON, September 20.
The coal situation did not change over the week-end, but the next few days will be charged with the most fateful consequences for the country whose economic life is threatened with a shattering blow involving inevitable destitution and misery for millions. Some quarters express hopelessness based on the reported readiness of the Government to provide a rush court of inquiry to investigate and report upon the wage advance in a few days. These quarters declare that Sunday's meetings in the mining districts indicated that the men are not anxious for a strike and admitted that the public are generally against the miners. On the other hand, the meetings showed that the men would support the leaders. To-day's resumed conference between Sir Robert Horne and the miners' leaders is regarded as very critical and as the key to the situation.

GOVERNMENT ADAMANT.

To-morrow there meets in London the national conference of miners' leaders to decide the question of a strike, while on Sept. 22 the railwaymen and transport workers meet to determine their attitude in the event of a strike. A dangerous factor as regards the railwaymen is the widespread belief that their union funds will be as hard hit by the miners' strike owing to unemployment doles as if the railwaymen struck and the fund carried strike pay. Consequently this view is encouraging the leaders to say "let us strike to get it over quickly and win." Meanwhile, it is authoritatively declared that the Government will not depart from its present policy, namely arbitration and inquiry must precede any grant of increased wages, although slight modifications in the details are possible.

A FAVOURABLE SIGN.

LONDON, September 25.
The miners' delegates conferred with Sir Robert Horne for two hours this afternoon. The conference adjourned for tea. The fact that Sir Robert Horne and Mr. Smilie took tea together privately is regarded as a favourable sign.

PRESIDENT WILSON'S DECLARATION.

NEW YORK, September 19.

President Wilson, contributing \$500 to the Democratic campaign fund says that he feels that the very honour and destiny of the nation are involved in the campaign.

AMERICAN TENNIS.

PHILADELPHIA, September 19.

Mrs. M. B. Mallory won the women's national singles lawn tennis championship, defeating Miss Marion Zinderstein, 6-3 6-1.

SWEDISH ELECTIONS.

BOLSHIEVKS LOSE THEIR ONLY TWO SEATS.

STOCKHOLM, September 19.

The final results of the elections for the Riksdag are not yet known, but up to the present the Conservatives have won 11 seats, the Farmers' Union Party six, and the National Agrarian Party one. The Liberals lost 11 and the Social Democrats six, the Bolsheviks or Left Socialists have lost the two seats which they previously held and up to the present have not returned a single candidate.

FLIGHT TO HAIPHONG.

THE DELAY AT HOIHOW.

NOT DUE TO LACK OF SPIRIT
SUPPLIES.

Captain Rigou arrived at Hoihow on September 16, the same day that he left Hongkong, making the trip in five hours with M. Painleve, his distinguished passenger and three mechanics aboard.

The same afternoon during a heavy squall a small boat collided with the machine and damaged one of the planes. The following day, the damaged plane repaired, Capt. Rigou, accompanied by M. Painleve, departed for Haiphong. Before leaving he replenished his supplies of "Shell" aviation spirit from the stocks held in readiness for him by the Asiatic Petroleum Co. Consequently there is no truth in the rumour that no spirit was available at Hoihow.

FAULTY WEIGHT.

WHAT THE BUYER LOST.

VEGETABLE HAWKER FINED.

Inspector Earnest, this morning charged a Chinese before Magistrate Orme with unlawfully using a false weight on his *dacheng*.

The defendant said that he did not mean to defraud his customers. The *dacheng* was spoiled by one of his children, and he did not have time to mend it. He was not using the *dacheng*.

The Inspector said that he actually saw the defendant weighing vegetables with the *dacheng*. After he examined it, he found it was 12 1/2 per cent against the buyer.

DEATH AT HOME.

MRS. MESSER.

COLONIAL TREASURER'S WIFE.

News has been received in the Colony by cablegram of the death at Home of Mrs. Messer, wife of the Hon. Mr. C. McL. Messer, O.B.E., Colonial Treasurer, who is now at Home on leave.

Mr. and Mrs. Messer and their two sons left the Colony early this year. Although Mrs. Messer had not been enjoying good health at the time she left the Colony, her condition was not serious, and the unexpected news of her death will come as a great shock to her many friends here. During the time that her husband was Captain Superintendent of Police, Mrs. Messer showed keen interest in the social activities of the members of the Force, and her death will be regarded as a personal loss to the Force, the members of which still retain kindly recollections of her. She passed away on September 15, at Millthorpe, England. Much sympathy will be felt for her husband and two sons in their sad bereavement.

Replying to the Magistrate, the Inspector said that he did not think the *hick* was taken off the end of the *dacheng* would have made any difference to the weight. It was the weight which was faulty, it was light.

When asked why the defendant said that he did not know, I bought the *dacheng* from a Chinese hawker. The Magistrate imposed a fine of \$10 on the hawker and labour.

THE DOLLAR.

Today's closing rate 4/3 1/2
To-day's opening rate 4/3 1/2

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

SOCIETY OF NATIONS.

PARIS, September 18th.

A Havas message says:—
The Council of the Society of Nations met to-day in Paris. M. Leon Bourgeois (representing France) being chairman. Mr. Fisher is representing Great Britain. The chief problem submitted was the Saare question and the Polish-Lithuanian conflict.

PARIS, September 17th.

A Havas message says:—
The Paris Municipality gave a reception in honour of the Council of the Society of Nations now sitting.

AUTONOMY OF ALEPPO.

PARIS, September 17th.

A Havas message says:—
At Beyrouth Syria, the autonomy of the Province of Aleppo, under the protection of France, was solemnly proclaimed by General Gouraud. The greatest enthusiasm prevailed among the population. In the course of the official reception by the Municipality, Christian and Moslem leaders, alike, expressed their warm gratitude to France for delivering them from the Turkish yoke and for helping them in restoring the prosperity of the province, especially through equipping the Port of Alexandrette as a natural outlet for the richest oil and wheat districts in the province.

M. DESCHANEL.

PARIS, September 17th.

A Havas message says:—
M. Millerand gave the Cabinet official cognizance of M. Deschanel's resignation. The National Congress is likely to meet on Thursday or Friday next for the election of a new President. Friends are insisting that M. Millerand should stand as a candidate, but he has so far persisted in his refusal, preferring to pursue the work undertaken as Premier.

PARIS, September 16th.

A Havas message says:—
M. Millerand, to-day, visited M. Deschanel when the latter intimated his decision to resign, owing to ill-health. The Cabinet, after hearing the Presidents of the Senate and of the Chamber of Deputies to-morrow, will decide on the date of the election of the successor. M. Millerand has intimated that he would in no case stand as a candidate. Efforts are to be made, however, to prevail upon him to reconsider the decision. In any case, the election is most likely to take place next week.

CHINESE OFFICIAL TOURING SWEDEN.

STOCKHOLM, September 18th.

Yuan Shih-kai, former Chinese Vice-Minister of Education, is visiting Sweden with the object of studying the Swedish educational system.

JEWISH TRIBE IN CHINA.

LONDON, September 18th.

According to the Paris Tribune a Jewish tribe of Hebrew origin has been discovered in Central China which had immigrated into China before the epoch of the kings of Israel. It has adopted Chinese customs but has conserved certain racial purity and speaks a particular language.

UNITED STATES PLACATING JAPAN.

LONDON, September 17th.

The Times Washington says that, according to the New York Times Washington correspondent, the authorities hope, by granting proper rights to Japanese already in America, that Japan will agree to prohibit Japanese labourers and farmers from entering the United States, otherwise unless some arrangement acceptable to California is quickly concluded, America will experience another of its periodical anti-Asiatic agitations.

The Democratic platform has a plank pledging the Federal Government's support to the views of the States concerned, and Senator Harding has recently issued a similar statement.

The Washington Government is determined to settle the controversy and prevent further objectionable legislation in California.

The Times has reason to believe that America intends proving its goodwill towards Tokyo by withdrawing active objections to the Seghalian arrangement.

ORIENTAL QUESTION.

SAN FRANCISCO, September 18th.

Governor Cox, in a speech, referring to the Japanese land-owning class, declared that the fundamental policy of the Democratic Party was that the States should exercise Statehood rights within the provisions of the Federal Constitution. To the United States was reserved the treaty-making power establishing the relations of the nation as a whole with friendly nations.

He proceeded, "California should not ask, and I am sure she does not ask, for any procedure in the Oriental settlement problem which cannot be accomplished by the general policy of the Government in harmoniously working out treaty agreements as must be made with friendly nations. At the same time, if California does not desire her lands to come into the possession of Orientals, she may expect, in consequence of established democratic principles, genuine co-operation of the national Government in working out a plan by which she excludes the Oriental settlers. There is nothing arbitrary in it; it constitutes a fair offer of co-operation in any decent settlement of this question."

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VARIOUS NEW COLOURINGS AND
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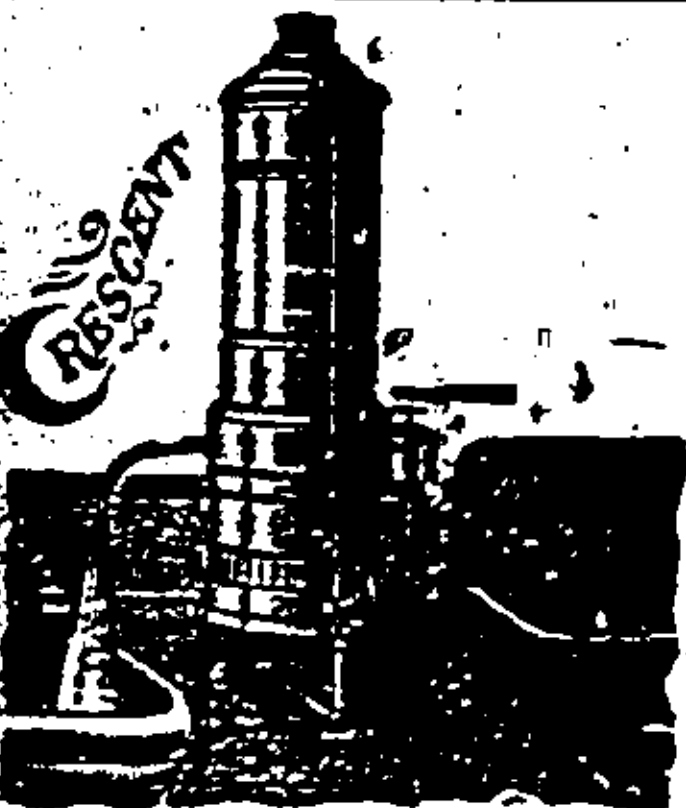
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quality during hot weather (2) LACTO-
TOSE (Milk Sugar) for sweetening the
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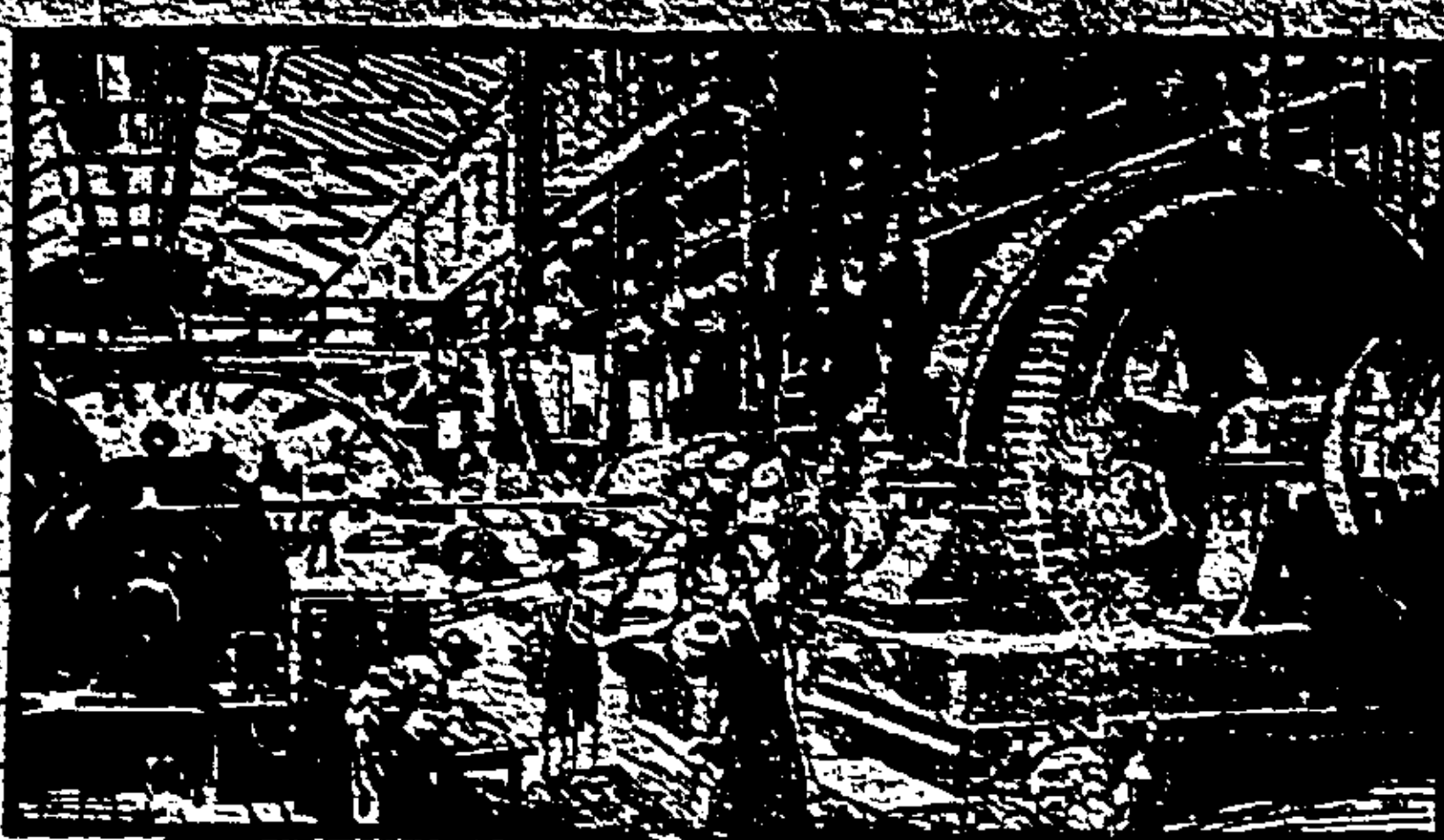
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BRITAIN'S POSITION.

AN INTERESTING REVIEW.

Mr. F. R. Acheson Shortis, who was recently appointed vice-president of the Guaranty Trust Company of New York, made, upon his arrival in New York recently, an interesting statement to the representatives of the Press, who met him there, and was widely circulated. The London office of the company has just received a copy of this statement. It reads as follows: "I think there is an impression in less well-informed quarters of the United States that it is unnecessary to discriminate in regard to the respective economic positions of the Allies. It is probably true in some directions that the war has left them all in such a state of financial paralysis, from which it will take them long years to recover, that the question of degree is immaterial. While this feeling may accurately represent the situation in regard to certain countries, it is certainly not correct in regard to Great Britain. It is true that she has spent in connection with the war, from the 1st of August, 1914, to the 1st of May, 1920, the vast sum of £11,000,000,000 or at par of exchange 53,460,000,000 dollars, but it should be remembered as a point of comparison that of this stupendous amount more than \$4,000,000,000 (19,440,000,000 dollars) has already been raised during the war by revenue, leaving a balance outstanding of approximately £7,000,000,000 (\$4,000,000,000 dollars). The latter figure includes advances to the Allies, as well as to the British Dominions, of approximately £1,850,000,000 (\$8,991,000,000 dollars). It is difficult to state what amount of the latter sum will eventually be recovered, but by assessing it for the purpose at £1,000,000,000 (4,860,000,000 dollars), there would remain an amount outstanding in connection with the war of £6,000,000,000 (29,160,000,000 dollars), or only one and a half the amount that has already been raised in revenue during the last four years. It is possible that the revenue raised during the last four years may exceed the amount which is possible by means of equivalent taxation in the future, but at the same time there should be a very drastic reduction in Government expenditure, to compensate for any loss of revenue raised thereby. There is at present a vast army of Government clerks and officials which will in due course be dispensed with, although Government action will, as usual, be very slow. Considering the extent of her expenditure on the war, the financial position of Great Britain is decidedly favorable. It is gratifying to know that she is not only balancing her budget in a satisfactory manner, but has moreover, a considerable surplus to hand, which should provide a sinking fund

sufficient to redeem the entire out-
standing debt within a reasonable
time.

"Trade throughout Great Britain has, until quite recently, been excellent, and statistics demonstrate the healthy condition of her export trade. It is true that during the last few weeks there has been a falling off in the amount of orders received from abroad. It is difficult to say, however, whether this is a temporary or permanent development. The big joint stock banks, with a view to bringing about some deflation in credit, have been exercising discrimination regarding loans, and have declined all applications based upon stock exchange securities, or commodities of a nonessential description. They are, unfortunately, compelled to carry a large amount of the floating debt of the Government in the form of Treasury Bills, on account of a disinclination of the investing public to purchase the Treasury Bonds, which the Government hoped to sell for the funding of this debt. The banks, therefore, are unfortunately not in a position to give the assistance to trade that they would otherwise have been willing to do, and, moreover, dear money has had the effect of depreciating the very securities which the Government desires to sell for the purpose of relieving the situation. The last nine months have witnessed an enormous number of industrial flotations in the London market. These have been quickly absorbed by people who have acquired new wealth during the war. By reason of the large amount recently left on the hands of underwriters in recent issues, it would appear that the public appetite has, for the time being, been satisfied. It is possible that this appetite may pass away, but doubtless it is partly due to uncertainty concerning the Government's action in regard to the wealth tax, which is still the chief concern of the business world. At one time it was thought that this tax had been abandoned, but that does not appear to be the case, although public opinion against it is continuously growing.

"Taking the situation in general, the position of Great Britain cannot be regarded as unfavorable, although the fact that sterling expressed in United States currency shows a depreciation of more than 20 per cent. may be taken as an indication that the credit of Great Britain is severely impaired. But people who are well acquainted with the actual economic position, and the reasons for the present level of exchange, are, of course, aware of the facts. It is not that Great Britain is not prepared to pay its debt to the United States, for it possesses plenty of assets, but it does not, unfortunately, possess any tangible assets which can be removed from Great Britain to the United States. It is, therefore, necessary to wait until such time as she can export or render services in kind to the United States.

Beginning August 15, "WALLA WALLA" BOATS will call on all ships flying the call "WALLA WALLA".

sufficient quantities to produce a trade balance in her favor. It should not be overlooked that the balance of trade between Europe and certain other countries, notably the United States and Argentina, is decidedly unbalanced in favor of the latter countries. It is not in the interest of these countries that it should remain so permanently, or even for a protracted period, because the purchasing power of Europe in those countries is going to be curtailed by such a condition of affairs. The war has made the United States so great a creditor country to Europe that she must now give her debtor an opportunity to pay her by that only means possible to him. This can be achieved only by exporting goods and rendering services. For this purpose it is not necessary for Europe to export to the United States alone, but she must export to all other countries; and, in particular, countries that the United States purchases from. For instance, by means of European countries exporting to the East in excess of her imports from the East, and at the same time by an excess of American imports from the East over her exports in the same direction, the balance of indebtedness by Europe to the United States could eventually be liquidated. For the purpose of adjusting the trade balance, it does not matter whether Great Britain, Germany, France and Italy export in larger quantities one than the other, as the balance of trade of the latter countries all favor Great Britain, and these exports will relatively at the same time, not only adjust the trade balance between Great Britain and the United States, but they will bring about an adjustment between those countries and Great Britain."

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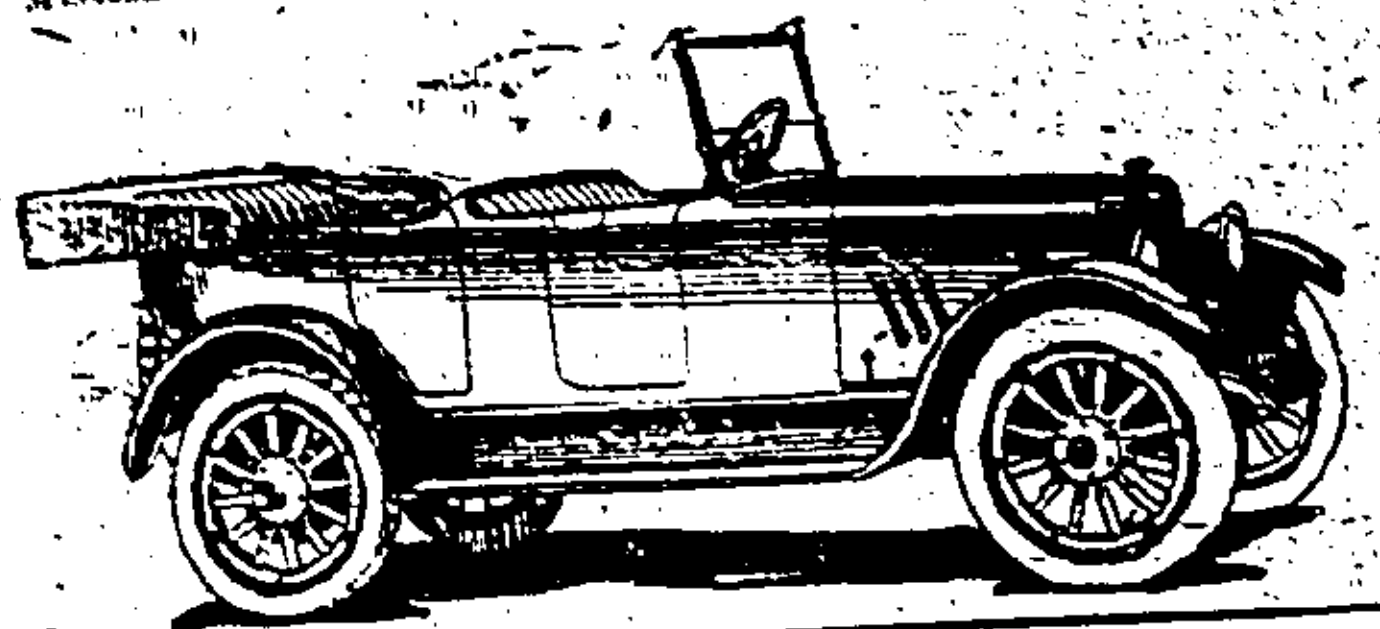
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OPPOSITE THE ROYAL THEATRE.
Candies, Ice Creams, Breads, Cakes, Pastries, etc.
TELEPHONE ORDERS FILLED.TANG YUE, Dancer.
Performances at the late KEE KONG, 14, D'ARCY STREET.
FRENCH LESSONS
G. MOUTON, 14, D'ARCY STREET.

MERCURY MOTOR CAR CO.
59-61 Des Voeux Road Central, HONGKONG.



TELEPHONE: 1584
GENERAL OFFICE: 1584
MAIN BRANCH: 1584
SHOW ROOM: 1584
ROADSIDE: 1584
BRANCH: 1584
WORK SHOP: 1584

COMPANY MEETING.

DAIRY FARM ICE AND COLD STORAGE CO. LTD.

The 24th ordinary annual meeting of this Company was held at the Company's town office at 12.30 p.m. today.

Mr. L. N. Leefe presided and there were present Mr. J. Scott Harcourt, F. Maitland, W. S. Brown, (Directors), A. S. vonson (Manager), M. Manuk (Secretary), Messrs. H. W. Page, G. Sewell, C. Makeham, G. Oliphant, C. J. Tachai, Chan Tong, Chan In Nam, Chan Nai Bai, and J. M. Wong.

The Chairman: As it is past the time for which this meeting was called and there is a quorum present, I will ask the Secretary to read the notice convening the meeting.

The notice having been read the Chairman said:

Gentlemen:—The Report and Accounts having been in your hands for the prescribed period, I will, with your permission, adopt the usual procedure and take them as read.

Before dealing with the Accounts, I wish to refer to the retirement of our Manager Mr. Walker. Mr. Walker joined the Company about 30 years ago and became the first Manager of the reconstructed Company in 1886. He retired this year and your Directors were thereby deprived of a source of counsel and practical experience in matters connected with the Company's herd and farms on which they had learned to place the highest value. As a mark of appreciation of his long and faithful services, your Directors granted him six months' leave of absence prior to his retirement and an honorarium of \$15,000, which I have no doubt will meet with your unanimous approval. Mr. Stevenson has been appointed to fill the vacancy thus created.

With regard to the Accounts, in spite of the violent fluctuations in exchange and the uncertainty of supplies, your Directors are pleased to be able to lay before you a result for the year's working which reflects credit on the Staff and on all connected with the Company. It is proposed to deal with the available assets as follows:

To write off bad and doubtful debts.....\$ 2,705.57
" Pay a Dividend of \$150 per share.....171,000.00
" Place to Cattle Reserve 30,000.00
" Typhoon & Fire Insurance Fund.....5,000.00
" Carry forward.....3,356.67

You will observe that we have also had to recognise the claims of depreciation to an unusual extent. Some of the buildings at our Ice Works require extensive repairs, whilst the machinery must be replaced by a more up-to-date plant which explains the provision for writing down. At this juncture I might mention that we have already ordered a 20-ton plant to be installed at our East Point Works and hope to have it running by next summer, when we shall be in a position to meet all demands for ice for some years to come.

It is with extreme regret that your Directors have to report the loss of about 120 head of cattle during the last three months owing to an outbreak of pleuro-pneumonia. The disease was introduced into our farms by the new lot of 60 cattle imported from Australia to meet the growing demands for milk. Of these, 46 head were slaughtered under Government instructions, for which your Company received about 70 per cent. of their value as compensation from the Government. The disease, I am sorry to say, is not yet stamped out but your Directors hope and believe that it is checked. To replace these cattle and to meet next summer's demands, we have placed an order for 150 head to arrive early next year from Scotland, and your late Manager, Mr. Walker, has been requested to attend to the buying of these animals. Incidents of this sort evidence in no uncertain manner the need for substantial Reserves and you will note that \$30,000 has been added to Cattle Reserve, thus increasing this Reserve to \$150,000. I might mention that this Reserve is not a liquid asset, as can be seen from the Accounts, but it is utilised to extend the Company's business, and the addition of the \$30,000—only a means of keeping back that part of the profits in order to meet part of the cost of the new cattle.

It will interest you, and also the public, to know that the satisfactory results now before you are due entirely to the branches of the Company's business other than

Dairy Farming. But for these other forms of activity your Company could not have paid dividends, and great respect is due to the Management in years past which saw the necessity of supporting other branches of business to support the Dairy business which has always been looked upon more as a public necessity than as a profit making concern. Such a situation must however be kept within bounds, and it is because the production of milk has become such an increasing loss to the Company that the Directors saw no course open to them but the unpopular one of raising the retail price of fresh milk from 12 cents to 15 cents per bottle, and with the greatest reluctance since the revision of prices has been imposed as from 1st September. Bearing in mind the ever increasing cost of production due to advance in prices of foodstuffs, Dairy machinery, utensils and labour, and in the price of cattle themselves, it really is a matter of congratulation that it has been possible to keep the selling price of the Company's milk unaltered for as long as eighteen years, during which time the cost of production has gone up from 100 per cent to 150 per cent. I am aware that the Board open to the superficial charge of not having studied the shareholders' interests sufficiently. I do not however believe that such a charge will be made in dealing with a necessity of life like milk where an addition to the price throws a burden upon those least able to bear it, a broader view than that dictated by the desire for gain must guide the Management. That is the Board's reason—not excuse—for having kept the price stable so long, and that is the reason that they opposed an increase in the price until an increase became inevitable.

Our Dairy is equipped with up-to-date Dairy Machinery and appliances which though a source of extra expense are necessary in order to supply our customers with pure and wholesome milk. Cost of production would certainly be much lower were we to conduct our Dairy and handle our milk under primitive methods as obtain in the local Chinese Dairies, but which are incompatible with an institution such as ours claiming to be one of the best, if not the best, Dairy in the East. The health of our herd and the necessity of supplying the public with the best and purest of Dairy products produced under most hygienic conditions receive the constant care and attention of our experts. It is not correct to assume that because our turnover is larger, that our profits must necessarily be more, inasmuch as a greater number of young stock, which produce nothing, have to be housed and fed, and a proportionate amount of capital has to be invested in land, buildings &c. in order to maintain the non-productive stock. After years of experience the Management has found that it is more advantageous to raise our young stock, which are thus better dimitted, than to import animals. It is cheaper and more profitable to have a few head of milk cows and to handle their product under primitive methods than to carry a large stock, as we do, and treat the milk and its products in an efficient way and under strictest sanitary conditions. All these additional cares and equipments mean additional expenditure with consequent additional cost in production.

To those who regard the Dairy Farm, and the efficiency of its management and methods, as an asset to the Colony, I would point out the prudence of, when possible, becoming not only a consumer of its products, but a part proprietor of its property—in other words of becoming a shareholder. It is evident that the Chinese residents have come to realise not only the importance of the Dairy Farm Company to the Colony and the efficient manner it is managed, but have also realised that the Company from a dividend paying point of view is a sound concern to invest their money in. It would be as well if the European population were also to realise these facts and thus ally themselves closely with the Company and help to maintain the methods that have gone to make the products of the Dairy Farm what they are today.

It was decided by your Directors, in order to meet the growing demand for ice from Canton and the surrounding districts, to install a plant in Shamsien, and with a view to financing this scheme, they decided to float a separate Company under the management of The Dairy Farm, Ice and Cold Storage Co. Ltd., with a Board of Directors and

a capital of \$400,000, divided into 40,000 shares of \$10 each. Twenty thousand of these shares were allocated to the Chinese subscribers and the balance to this Company's shareholders to be offered to the public at a later date. I am pleased to say that all the shares allocated to the Chinese subscribers have been taken up and in due course the balance of 20,000 shares will be offered to this Company's shareholders. The building of construction and we hope to be in a position to produce ice in Canton next Summer without the necessity for exporting any from Hongkong. The capacity of the present plant is 30 tons of ice per day and provision has been made for adding a further 60 ton machine if necessary, and your Directors are of the opinion that within a year's time, it will be necessary to import the additional machinery. We have every confidence that the Company will pay for the plant and that Canton and the outlying districts will be able to obtain ice at a greatly reduced price. The new Company's Articles of Association are now in course of preparation and we hope to put the whole matter through in the very near future.

In conclusion I might mention that the Staff have not been forgotten, and in view of the satisfactory results attained, your Directors have been pleased to vote them a bonus of 15 per cent. on their salaries, which no doubt will meet with your approval.

With these remarks gentlemen, I beg to propose the adoption of the Report and Accounts.

After that has been seconded, I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask arising out of them.

Mr. Makeham: I have much pleasure in seconding the adoption of the report and accounts.

The Chairman: As no shareholder has any questions to ask I will put the resolution to the meeting. Proposed by Mr. Makeham that the report and accounts as presented be adopted. Those in favour please signify the assent in the usual way. Those against? Carried unanimously.

The next business is the appointment of auditors.

Mr. Makeham: I beg to propose the appointment of Messrs. Percy Smith, Seth and Flemming.

Mr. Sewell: I beg to second that.

The Chairman: The re-election of Messrs. Percy Smith, Seth and Flemming at a remuneration of \$600 has been proposed by Mr. Makeham and seconded by Mr. Sewell. Those in assent please signify in the usual way. Those against? Carried unanimously. That, gentlemen, is all the business. Dividend warrants are ready.

Mr. Sewell: Before the meeting closes I should like to express on behalf of shareholders our satisfaction in having the same able Director to express our appreciation of the very excellent work done by our Staff. It has been a difficult time. On the one side there is the public and then we have the shareholders to contend with wanting their "pound of flesh." Then there are officials. But in spite of all these factors we are very gratified at finding ourselves in such a very fine financial position and with such excellent prospects.

The Chairman: On behalf of the Directors and Staff I should like to thank Mr. Sewell for the remarks he has made. I think we have steered the right course notwithstanding the many criticisms levelled at us from all sides. Dividend warrants are now ready.

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WHY RE-RAN.

COAT AN IMPEDIMENT.

THIEF'S PLAUSIBLE STORY DISBELIEVED.

One month's hard labour was the sentence passed by Magistrate Orme this morning, on a Chinese charged with the theft of a coat at Samshui.

When asked to plead, the defendant said "I did not steal the coat. It is mine."

Inspector Lanagan, who prosecuted, said that the defendant was caught by an Indian watchman who saw him running, followed by a crowd. Defendant threw the coat down when he saw the Indian.

The Magistrate: If you did not steal, why did you run?

Defendant: I was chased by a hostile crowd who wanted to assault me, so naturally I ran. Anyone would run.

The Magistrate: If the coat is yours, why did you drop it when you saw the watchman?

Defendant: I dropped it because it was cumbersome and prevented me from running fast.

TO-DAY'S ADVERTISEMENT.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"KOREA MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived on WEDNESDAY, 22nd Sept. 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Wednesday, 29th September, 1920.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Friday, 1st October 1920, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI, Manager.
Hongkong, September 21, 1920.

TO-MORROW, at 2.30 p.m.

EXTRA SPECIAL ATTRACTION.

THE BANDMAN COMEDY COMPANY ON THE SCREEN

By kind permission of MAURICE E. BANDMAN

LEONARD STEPHENS

supported by

CARL LAWSON & BERYL BARRACLOUGH

and other members of the Bandman Company

will present the farcical Comedy

"LUMPY WINS THE CALCUTTA SWEEP"

in three side splitting reels.

This film met with enormous success in India, which should be duplicated in Hongkong.

Prices: 80 cts. & 40 cts.

THE CORONET.

BANQUE INDUSTRIELLE DE CHINE (A FRENCH BANK)

Capital Paid-up and Surplus... Fcs. 105,000,000.00

The organisation of the Bank enables it to open CURRENT ACCOUNTS, SAVING ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars

BANQUE INDUSTRIELLE DE CHINE (HONGKONG BRANCH)

Queen's Building, 5, Charter Road.

STOLEN TEA.

SHIP'S PLUMBER CHARGED.

The Chinese ship's plumber of the C.P.Q.S. "Empress of Asia" was this morning charged before Magistrate Orme with the unlawful possession of 19 lbs of Indian tea.

The defendant said that the tea was given to him as rations on board the ship. He drew 1 lb. of tea per week. He could not use so much, so he hoarded some of it.

After hearing the evidence, the Magistrate fined the defendant \$100, or in default, one month's imprisonment with hard labour.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY, Sept. 23, 1920, Commencing at 11 a.m. at Pacific Mail Godowns, West Point.

41 Mild Steel Plates

1" x 4' x 8'

22 Mild Steel Plates

5/16" x 4' x 8'

(damaged by sea-water)

ex. s's "ELEBRIDGE"

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, September 21, 1920.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 5th October, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.
Hongkong, Sept. 21, 1920.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS.

OUR STOCK OF

FOOTBALL GEAR.

IS NOW REPLETE IN EVERY DETAIL.

AGENTS FOR
SHILLOCK'S
FAMOUS
FOOT BALLS

INCLUDING THE "Mc GREGOR"
PRICES FROM \$7.50 EACH

JERSEYS and STOCKINGS
IN VARIOUS COLOURS.

FOOTBALL KNICKERS.

GOALPOSTS AND NETS MADE TO ORDER.
PUMPS, BLADDERS, SHIN GUARDS, Etc., Etc.

ALL ACCESSORIES FOR

CRICKET, HOCKEY, TENNIS,
GOLF, BOXING, BASEBALL.

SPECIAL TERMS TO CLUBS, COLLEGES AND SERVICE TEAMS.



COLUMBIA GRAFONOLA

THE SUPREME
INSTRUMENT OF
MUSIC

THE ANDERSON MUSIC CO., LTD.
(THE COLUMBIA SHOP)

REMOVAL
CLEARANCE SALE

EXCEPTIONAL BARGAINS.

D. OHELLARAM,

SILK STORE,

38-40, Queen's Road Central.

PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central

Telephone No. 1677.

O. B. BEER

Produce of Manila.



Price per case

6 doz. Pints

\$18.00

duty extra.

Price per case

4 doz. Qts.

\$19.00

duty extra.

THE PREMIER BEER

Now on the Market.

Stocked by all the Leading Hotels & Clubs in the Colony.

SOLE AGENTS

CANDE, PRICE & CO., LTD.

Tel. No. 100

4, QUEEN'S ROAD

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

SAILINGS—

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.)

From Macao—daily at 8.30 a.m. and 5 p.m. (Mondays at 7 a.m.)

and 2 p.m. Sundays at 5 p.m. only.

Police Permits to leave the Colony are not required. Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tuck, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

NEW YORK AND BOSTON.

VIA SUEZ.

S.S. "MUNCASTER CASTLE".....Sailing on or about Middle Nov.

LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.

S.S. "AFRICA".....Sailing on or about 6th October.

FOR BRINDISI, VENICE, TRIESTE, Etc.,

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA & DANUBE PORTS.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "HUNGARIA"

Sailing on or about 3rd October.

S.S. "AFRICA"

Sailing on or about 7th November.

Passengers' Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "HOKUTO MARU".....Sailing on or about 15th October.

S.S. "BORNEO MARU".....Sailing on or about 30th October.

FOR JAVA.

S.S. "SAMARANG MARU".....Sailing on or about 10th October.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CAPE TOWN, in conjunction with the INDIA CHINA STEAM NAVIGATION CO., LTD. and APCAL LINE.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,

viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1112. 25, Wing Woo Street, Central.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM.

BURG—Monthly direct service via Singapore and Port Said.

ATLAS MARU—Tuesday, 28th Sept.

ARGON MARU—Saturday, 16th Oct.

BUENOS AIRES—Rio de Janeiro, Santos, Managua, Durban and

Cape Town via Singapore.

CAKADA MARU—Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

SAIGON MARU—Monday, 4th October.

BURMA MARU—Monday, 11th October.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

UNNAN MARU—Saturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Island.

KUNAJIRI MARU—Wednesday, 29th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARABIA MARU—Monday, 27th September.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.

HONOLULU MARU—Beginning October.

NEW ORLEANS LINE.

SUMATRA MARU—Monday, 8th November.

JAPAN PORTS—Call Shanghai omit Yokohama.

KRELUING via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class passengers

and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

AMAKURA MARU—Tuesday, 31st September.

TAKAO via SWATOW and AMOY.

BOHEI MARU—Thursday, 22nd September.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 74 and 765. No. 1, Queen's Building.

CHINA-AUSTRALIA MAIL S. S. LINE

To AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA".....Sailing Oct. 9th.

"HWAH FING".....Sailing Nov. 8th.

For Freight and Passage apply to—

THE CHINA-AUSTRALIA S. S. CO., LTD.

Telephone No. 207. 112, Despatch Road Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	SHANGHAI	Sept. 22, at Noon
MANILA, CEBU & ILOILO	TAMPO	Sept. 22, at 4 p.m.
SHANGHAI AND HONGKONG	Yokohama	Sept. 22, at 4 p.m.
PAKHUI & HAIPHONG	Kaifeng	Sept. 22, at 9 a.m.
SWATOW & BANGKOK	Louren	Sept. 22, at 10 a.m.
AMOY, SHANGHAI AND FUKUO	Savoy	Sept. 22, at 10 a.m.
WEIHAIWEI, CHEFOO, & TIENTSIN	Komodo	Sept. 22, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Kromant Balcon accommodation, electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 26.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ICONIUM".....About Oct. 6th.

For NEW YORK.

"ELDEN".....About Oct. 15th.

"CITY OF JOLIET".....About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.
Via Panama

S.S. "ELDEN".....About 15th Oct.

S.S. "CITY OF JOLIET".....About 15th Nov.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. SIX FLOOR. HOTEL MANSIONS.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVES HONGKONG.
KOREA MARU	8,000	Sept. 20th
SHIBUKI MARU	20,000	Oct. 12th
TOYO MARU	22,000	Oct. 23rd
SHINKO MARU	22,000	Nov. 23rd
PERFIA MARU	9,000	Dec. 2nd

Touching call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,

SALINA CRUZ, BALBOA, CALIFORNIA, MOLENDINO, ARIOA & IQUIQUE.

Service by TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVES HONGKONG.
SEIKO MARU	14,000	Nov. 9th
RIYO MARU	17,000	Jan. 10th, 1921

For full information regarding passengers, freight and sailings,

apply to—

King's Building.

Agents at Canton.

Messrs. T. K. GRAYSON, LTD.

Y. TSUTSUMI, Manager.

Tel. Nos. 2774 & 2775.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

Operating the following U.S. Shipping Board steamers.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

STEAMERS	ABOUT	SAILING	ABOUT
S.S. "VINTA"	Oct. 10	S.S. "VINTA"	Oct. 22
S.S. "WEST HIXON"	Nov. 1	S.S. "WEST HIXON"	Nov. 1
S.S. "WEST MONTPE"	Dec. 1	S.S. "WEST MONTPE"	Dec. 1

Through Bills of Lading to all U.S. and Canadian Ocean Ports.

no transshipment on route.

Eligible connection with the Pacific Coast P&O and Southern Pacific Railroads.

Rapid service—LOS ANGELES, CALIF.

Rapid service—KOREA, SHANGHAI, MANILA, SINGAPORE.

Hankow, Swatow—Fukien, Ningbo, China Sea.

CHAS. E. RICHARDSON.

General Agent for South China.

Telephone No. 1022.

SHIPPING

C. P. O. S.

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Mop) Kobe & Yokohama)

STEAMERS	HONGKONG	VANCOUVER
Empress of Asia	Sept. 22	Oct. 11
Empress of Russia	Oct. 21	Nov. 2
Montevideo	Oct. 22	Nov. 12
Empress of Japan	Nov. 2	Nov. 22
Empress of Asia	Nov. 12	Dec. 2
Empress of Russia	Dec. 12	Jan. 2
Montevideo	Dec. 21	Jan. 22
Empress of Asia	Jan. 12	Jan. 31
Empress of Japan	Jan. 12	Feb. 8
Empress of Russia	Feb. 12	Feb. 22

Passengers to Europe are strongly urged to determine the exact date of the Atlantic crossing before departure from the Orient.

Traffic conditions on the Atlantic are so congested that the Pacific route is the only one to be relied upon for a safe and comfortable voyage.

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SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES.
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND
RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KATIA"	8,000	21st Sept.	MASS. to London & A. West.
"KANKIN"	8,000	28th Oct.	MASS. to London & A. West.
"DUSEB"	8,000	15th Oct.	MASS. to London & A. West.
"KANGAR"	8,000	22nd Oct.	MASS. to London & A. West.
"ALIPPIE" (Cargo)	8,000	29th Oct.	MASS. to London & A. West.
"NOVANA"	8,000	17th Nov.	MASS. to London & A. West.
"NELVARE"	8,000	24th Nov.	MASS. to London & A. West.
"SOVARI"	8,000	10th Dec.	MASS. to London & A. West.
"DEVANHA"	8,000	17th Dec.	MASS. to London & A. West.
"SICILIA"	8,000	31st Dec.	MASS. to London & A. West.
"PLASSY"	8,000	21st Jan.	MASS. to London & A. West.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TANDA"	7,000	21st Sept.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANKIN"	8,000	21st Sept.	Port Darwin, Thursday Island, Cairns, Townsville, Brisbane, and Sydney.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	8,000	22nd Sept.	Shanghai, Kobe & Yama.
"DUNERA"	8,000	29th Sept.	Shanghai only.
"TORILLA"	8,000	6th Oct.	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.R.N. Company's steamers between
Singapore and Calcutta, or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cables are fitted with Electric Range of charges.
Passengers are advised that the ship will be cancelled or altered without notice.
Parcels measuring not more than 64 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within two days
of the surveyor's arrival hereafter which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fare, Freight, and other etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Vaux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai &
Japan ports.
Cargo to Overland to U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU Thursday, 20th Sept., at 11 a.m.
TAIJI MARU Thursday, 14th October, at 11 a.m.
(Quitting Keelung and Shanghai.)

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

TAMBA MARU Monday, 4th Oct., at Noon.
MISHIMA MARU Friday, 18th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez,
Dakar, Mauritania, and Port Said.

LIVERPOOL & Marseilles via Singapore, Colombo,
Suez and Port Said.

TOTOBI MARU Tuesday, 25th September.
WAKASA MARU Friday, 2nd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU Wednesday, 22nd Sept., at 11 a.m.
NIKKO MARU Wednesday, 20th Oct., at 11 a.m.

NEW YORK via Suez, Tuesday, 12th October.
MORIOKA MARU Tuesday, 12th October.

SOUTH AMERICAN PORTS via Cape
Terra Maru Beginning of October.

BOMBAY & COLOMBO via Singapore.
YOKOHAMA MARU Beginning of October.

CALCUTTA & RANGOON via Singapore & Penang.
TOMURA MARU Sunday, 2nd October.

JAPAN PORTS Nagasaki, Kobe & Yokohama.
AKI MARU Saturday, 18th October, at 11 a.m.

SHANGHAI, KORE & YOKOHAMA.
RYUNO MARU Thursday, 20th September, at 11 a.m.
or further information apply to
NIPPON YUSEN KAISHA
& YAMADA, Managers.

SINGAPORE, Nos. 204 & 205.

SHIPPING

PRINCE LINE FAR EAST SERVICE.

For NEW YORK

S.S. "CREST PRINCE" on or about 10th October.

Steamers proceed via SUEZ CANAL or PANAMA
CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,
Agents.

KAIPING

COAL. * * *
COKE * * *
FIREBRICKS.

KAILAN MINING ADMINISTRATION
HEAD OFFICE: TIENTSIN.AGENTS: DODWELL & CO., LTD.
HONGKONG

HOO CHEONG WO & CO.

Shipchandlers, Metals and Hardware Merchants,
Sail Makers and General Store Keepers.
51 & 52, CONNAUGHT ROAD CENTRAL, HONGKONG.
Telephone No. 591. Code A. B. C. 5th.

NOTICE.

We can supply the Best Steaming Coal on Short Notice
for Ships and Local Consumers.
Satisfaction Guaranteed.

A TRULY ORDER WILL CONVINCE YOU.

SANG KEE & CO.,

No. 73, Des Vaux Road Central.

Cable Add. "SANGKEE" Tel. No. 3420.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two shipyards and can accommodate any craft
of 200 tons long.
Works Office: 64, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyards: Shing-Sai-Po, Kowloon, Hongkong. Telephone No. 2.
Estimates furnished on application.
Hongkong, April 1, 1912.

TAIYO & CO.

GALVANIZED

BOOTS AND SHOES

MADE TO ORDER

No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

NOTICE.

HIGH-CLASS PRINTING

AND

BOOK BINDING

DONE AT

THE CHINA MAIL OFFICE

BOOKS & PAMPHLETS SPECIALTY

Proprietors, Trade, Wholesale

Programmes, Manuscripts, etc.

Artistically Arranged and

Carefully Printed

Clean Press and prompt delivery

guaranteed

MITSUBISHI SHOJI

KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)

COAL, GENERAL IMPORTS and

EXPORTS

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTANI

KINOSHITA, YOSHINOBU

HOJO, NAKAMURA, SANO, SHI

NEW, KAKADA, BIRAL, KAMIYA

MADA, and OTSUKA

Agents for SAKITO COAL

Head Office: TOKYO

Branches and

Representatives:

Nagasaki, Kanon, Wakamatsu, Mori

Kure, Kobe, Osaka, Fukuoka, Nagoya

Yokohama, Tokyo, Hakodate, Muroran

Ogura, Vladivostok, Fukuoka, Sasebo

Dairen, Tientsin, Peking, Hankow

Shanghai, Hongkong, Canton, Manila

Singapore, Batavia, London, Paris

New York and Seattle

Cable Address: "MITSUBISHI"

Cable: "MITSUBISHI"

Agents for: The Mitsubishi Marine &

Fire Insurance Co.

The Osaka Marine &

Fire Insurance Co.

For further information, apply to

S. K. KIMURA, Manager

No. 14, Des Vaux Road, Hongkong

NOTICES TO CONSIGNEES

HOLLAND-POST-AMSTERDAM

(HOLLAND-POST-AMSTERDAM SERVICE)

NOTICE TO CONSIGNEES

From ROTTERDAM, AMSTERDAM

HAMBURG, and GENOA

HE Steamship

"RAJAH"

having arrived from the above Ports

Consignees of Cargo by her are notified

that all goods are being landed at their

risk into the Godowns of the Hongkong

& Kowloon Wharf and Godown Co., Ltd.

where they will be examined on the

23rd Sept. 1920, at 10 a.m. by Messrs.

Goddard & Douglas.

Goods not cleared by the 24th Sept.

1920, will be subject to rent.

All broken, chafed, and damaged

packages are to be left in the Godowns

where they will be examined on the

23rd Sept. 1920, at 10 a.m. by Messrs.

Goddard & Douglas.

Claims against the steamer must be

presented in writing, within ten days

after arrival of steamer, otherwise they

will not be recognized.

No Fire Insurance will be effected by

the Underwriters in any case whatever.

Bills of Lading will be countersigned

by

JAVA-CHINA-JAPAN L.I.N.

General Agents

Hongkong, Sept. 17, 1920.

NOTICE TO CONSIGNEES

THE Steamship

"BORNEO MARU"

FROM JAPAN.

CONSIGNEES of Cargo are hereby

informed that all Goods are

being landed at their risk into the

Godowns of the Hongkong and Kowloon

Wharf and Godown Company, Ltd.,

at Kowloon, whence and/or from the

wharves delivery may be obtained.

Optional Cargo will be forwarded

unless notice to the contrary be given

before 15th inst.

No claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

21st inst. will be subject to rent.

All claims against the steamer must

be presented to the Underwriters on

or before the 28th inst. or they will

not be recognized.

All broken, chafed and damaged

Goods are to be left in the Godowns

where they will be examined on the

21st inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

DODWELL & Co., Ltd.

Agents

Hongkong, Sept. 15, 1920.

THE EAST ASIATIC CO. LTD.

NOTICE TO CONSIGNEES

FROM SCANDINAVIA

THE Motorship

"AUSTRALIEN"

having arrived from the above port

on the 20th September, 1920, Consignees

of Cargo by her are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong

& Kowloon Wharf and Godown Co., Ltd.

where they will be examined on the

21st inst. at 10 a.m.

Goods not cleared by the 21st Sept.

1920, will be subject to rent.

All broken, chafed and damaged

packages are to be left in the Godowns

where they will be examined on the

21st inst. at 10 a.m.

Claims against the steamer must be

presented within 10 days of arrival,

otherwise they will not be recognized.

No Fire Insurance will be effected by

us in any case whatever.

Bills of Lading will be countersigned

by

MERRILL THORESEN & CO.,

Agents

Hongkong, September 20, 1920.

SHIPPING

PACIFIC MAIL S.S. CO.

Creating the New West Coast Service

"EQUATOR" - "VEVEZUELA"

"NOTOWHIA"

HONGKONG TO SAN FRANCISCO

via Suez Canal, Panama & Colon

THE S-S. NEW BELLE

The most comfortable roomy and swift

Sailing from HONGKONG to

"VEVEZUELA" - Wednesday, Nov. 3rd

"EQUADOR" - Wednesday, Dec. 1st

Hongkong-Calcutta Service

"EQUADOR" - Friday, Sept. 24th

PACIFIC MAIL S.S. CO.

HONGKONG

Telephone 101

Cable Address

"PACIFIC"

Under American Flag

WATERHOUSE LINE

TRANS-PACIFIC FREIGHT SERVICE.

Operating the full size U. S. Shipping Board Steamers

For

SEATTLE, TACOMA, VICTORIA, VANCOUVER

via Kobe and Yokohama.

"WESTERN" - 25th September.

"EASTERN" - 25th September.

Further sailings to be announced later.

Through Bills issued to all Overland Common Points

in U. S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY.

1st Floor, HOTEL MANSON - Tel. No. 3801.

Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE Steamship

"VAN WAERWYCK"

will be despatched on 28th September.

To SINGAPORE, PENANG and BELAWAN DEL.

This Vessel offers excellent Cabin-accommodation for Saloon passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN L.I.N.

Telephone No. 1574. Agents.

GENTLEMEN'S

GOODS

MERCERY

Beautiful Four-in-hand Ties

Boy Ties, Collars, Stuffs

Cuff Links, Shirts, Pyjamas

Underwear, Socks, etc., etc.

THE SINCERE

CO., LTD.

GENTLEMEN'S GOODS

DEPARTMENT

NOTICE TO SHIPPERS AND PASSENGERS

PROJECTED DEPARTURES

(Continued from Page 6.)

JAPAN PORTS

Sept. 22 - P. & O.	Kashgar
23 - J. O. J. L.	Tientsin
24 - J. O. J. L.	Tientsin
25 - J. O. J. L.	Tientsin
26 - J. O. J. L.	Tientsin
27 - J. O. J. L.	Tientsin
28 - J. O. J. L.	Tientsin
29 - J. O. J. L.	Tientsin
30 - J. O. J. L.	Tientsin
31 - J. O. J. L.	Tientsin

AMERICAN PORTS

VANCOUVER

Sept. 22 - C. P. O. S.	Empress of Asia
23 - W. L.	West Ivan
24 - W. L.	Western Mariner
25 - W. L.	Arabia Maru
26 - W. L.	Arabia Maru
27 - W. L.	Arabia Maru
28 - W. L.	Arabia Maru
29 - W. L.	Arabia Maru
30 - W. L.	Arabia Maru
31 - W. L.	Arabia Maru

VICTORIA

Sept. 22 - W. L.	West Ivan
23 - W. L.	Western Mariner
24 - W. L.	Arabia Maru
25 - W. L.	Arabia Maru
26 - W. L.	Arabia Maru
27 - W. L.	Arabia Maru
28 - W. L.	Arabia Maru
29 - W. L.	Arabia Maru
30 - W. L.	Arabia Maru
31 - W. L.	Arabia Maru

SEATTLE

Sept. 22 - W. L.	West Ivan
23 - W. L.	Western Mariner
24 - W. L.	Arabia Maru
25 - W. L.	Arabia Maru
26 - W. L.	Arabia Maru
27 - W. L.	Arabia Maru
28 - W. L.	Arabia Maru
29 - W. L.	Arabia Maru
30 - W. L.	Arabia Maru
31 - W. L.	Arabia Maru

TACOMA

Sept. 22 - W. L.	West Ivan
23 - W. L.	Western Mariner
24 - W. L.	Arabia Maru
25 - W. L.	Arabia Maru
26 - W. L.	Arabia Maru
27 - W. L.	Arabia Maru
28 - W. L.	Arabia Maru
29 - W. L.	Arabia Maru
30 - W. L.	Arabia Maru
31 - W. L.	Arabia Maru

SAN FRANCISCO

Sept. 22 - C. M. S.	China
23 - S. & D.	West Ivan
24 - S. & D.	Western Mariner
25 - S. & D.	Arabia Maru
26 - S. & D.	Arabia Maru
27 - S. & D.	Arabia Maru
28 - S. & D.	Arabia Maru
29 - S. & D.	Arabia Maru
30 - S. & D.	Arabia Maru
31 - S. & D.	Arabia Maru

LOS ANGELES

Oct. 13 - L. A. P. N.	Vesta
Nov. 4 - L. A. P. N.	W. H. Hinton
Dec. 1 - L. A. P. N.	West Montpel

VALPARAISO

Nov. 2 - T. K. K.	Seiya Maru
Jan. 10 - T. K. K.	Kiyo Maru

OTRA

Sept. 20 - S. & D.	Chinchung
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NEW YORK

Oct. 10 - S. T.	Celie Prince
15 - S. T.	W. H. Hinton
20 - S. T.	W. H. Hinton
25 - S. T.	W. H. Hinton
30 - S. T.	W. H. Hinton

BOSTON

Oct. 5 - R. L.	City of Dunkirk
Dec. 3 - R. L.	City of Dunkirk
20 - R. L.	City of Dunkirk

DURBAN AND CAPE TOWN

Nov. 2 - O. S. K.	Canada Maru
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EUROPEAN PORTS

Oct. 3 - L. T.	City of Dunkirk
Nov. 1 - L. T.	City of Dunkirk

BRINDISI, VENICE, & TRIESTE

Oct. 3 - L. T.	City of Dunkirk
Nov. 1 - L. T.	City of Dunkirk

GENOA

Oct. 3 - L. T.	City of Dunkirk
Nov. 1 - L. T.	City of Dunkirk

MARSEILLES

Sept. 22 - P. & O.	Kashgar
23 - J. O. J. L.	Tientsin
24 - J. O. J. L.	Tientsin
25 - J. O. J. L.	Tientsin
26 - J. O. J. L.	Tientsin
27 - J. O. J. L.	Tientsin
28 - J. O. J. L.	Tientsin
29 - J. O. J. L.	Tientsin
30 - J. O. J. L.	Tientsin
31 - J. O. J. L.	Tientsin

LONDON

Sept. 22 - R. F.	Matvey
23 - R. F.	Matvey
24 - R. F.	Matvey
25 - R. F.	Matvey
26 - R. F.	Matvey
27 - R. F.	Matvey
28 - R. F.	Matvey
29 - R. F.	Matvey
30 - R. F.	Matvey
31 - R. F.	Matvey

HAVRE

Oct. 12 - R. F.	Matvey
Nov. 2 - R. F.	Matvey

LIVERPOOL

Sept. 22 - N. Y. K.	Tottori Maru
23 - N. Y. K.	Tottori Maru
24 - N. Y. K.	Tottori Maru
25 - N. Y. K.	Tottori Maru
26 - N. Y. K.	Tottori Maru
27 - N. Y. K.	Tottori Maru
28 - N. Y. K.	Tottori Maru
29 - N. Y. K.	Tottori Maru
30 - N. Y. K.	Tottori Maru
31 - N. Y. K.	Tottori Maru

ANTWERP

Sept. 22 - R. F.	Matvey
23 - R. F.	Matvey
24 - R. F.	Matvey
25 - R. F.	Matvey
26 - R. F.	Matvey
27 - R. F.	Matvey
28 - R. F.	Matvey
29 - R. F.	Matvey
30 - R. F.	Matvey
31 - R. F.	Matvey

ROTTERDAM

Oct. 13 - R. F.	Matvey
23 - J. C. J. L.	Tientsin
24 - J. C. J. L.	Tientsin
25 - J. C. J. L.	Tientsin
26 - J. C. J. L.	Tientsin
27 - J. C. J. L.	Tientsin
28 - J. C. J. L.	Tientsin
29 - J. C. J. L.	Tientsin
30 - J. C. J. L.	Tientsin
31 - J. C. J. L.	Tientsin

AMSTERDAM

Sept. 22 - R. F.	Matvey
23 - R. F.	Matvey
24 - R. F.	Matvey
25 - R. F.	Matvey
26 - R. F.	Matvey
27 - R. F.	Matvey
28 - R. F.	Matvey
29 - R. F.	Matvey
30 - R. F.	Matvey
31 - R. F.	Matvey

HAMBURG

Sept. 22 - O. S. K.	Alma Maru
23 - O. S. K.	Alma Maru
24 - O. S. K.	Alma Maru
25 - O. S. K.	Alma Maru
26 - O. S. K.	Alma Maru
27 - O. S. K.	Alma Maru
28 - O. S. K.	Alma Maru
29 - O. S. K.	Alma Maru
30 - O. S. K.	Alma Maru
31 - O. S. K.	Alma Maru

A TOTAL LOSS

Sept. 22 - O. S. K.	Alma Maru
23 - O. S. K.	Alma Maru
24 - O. S. K.	Alma Maru
25 - O. S. K.	Alma Maru
26 - O. S. K.	Alma Maru
27 - O. S. K.	Alma Maru
28 - O. S. K.	Alma Maru
29 - O. S. K.	Alma Maru
30 - O. S. K.	Alma Maru
31 - O. S. K.	Alma Maru

JAPANESE FREIGHTER

Sept. 22 - O. S. K.	Alma Maru
23 - O. S. K.	Alma Maru
24 - O. S. K.	Alma Maru
25 - O. S. K.	Alma Maru
26 - O. S. K.	Alma Maru
27 - O. S. K.	Alma Maru
28 - O. S. K.	Alma Maru
29 - O. S. K.	Alma Maru
30 - O. S. K.	Alma Maru
31 - O. S. K.	Alma Maru

FORTY LIVES LOST

Sept. 22 - O. S. K.	Alma Maru
23 - O. S. K.	Alma Maru
24 - O. S. K.	Alma Maru
25 - O. S. K.	Alma Maru
26 - O. S. K.	Alma Maru
27 - O. S. K.	Alma Maru
28 - O. S. K.	Alma Maru
29 - O. S. K.	Alma Maru
30 - O. S. K.	Alma Maru
31 - O. S. K.	Alma Maru

A TOTAL LOSS

Sept. 22 - O. S. K.	Alma Maru
23 - O. S. K.	Alma Maru
24 - O. S. K.	Alma Maru
25 - O. S. K.	Alma Maru
26 - O. S. K.	Alma Maru
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31 - O. S. K.	Alma Maru

JAPANESE FREIGHTER

Sept. 22 - O. S. K.	Alma Maru
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A TOTAL LOSS

Sept. 22 - O. S. K.	Alma Maru
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JAPANESE FREIGHTER

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A TOTAL LOSS

Sept. 22 - O. S. K.	Alma Maru
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JAPANESE FREIGHTER

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31 - O. S. K.	Alma Maru

ASIA BANKING CORPORATION HONGKONG

We handle all financial transactions incident to shipping trade. Current Accounts kept in Gold Dollars, Sterling and Local Currency. We offer to put Importers in touch with American Manufacturers and Exporters, through the use of the Special facilities of the Foreign Trade Bureau of the Customs and Trade Commission of New York, which are placed at our disposal.

HEAD OFFICE NEW YORK OTHER BRANCHES IN SHANGHAI HANKOW TIENTSIN PEKING MANILA CANTON CHANGSHA

AWFUL TORTURE OF PIMPLES

On Arms, Chest and Limbs. Lost Sleep. Cuticura Heals.

"I suffered small red pimples on my arms and chest. They were itching and I commenced scratching, and they spread from my arms to my chest. Small pimples also appeared on my limbs, the torture being awful and they caused loss of sleep. "Seeing Cuticura Soap and Ointment advertised and I used a free sample. I brought more, and now I am healed after three months of torturing this and scalp trouble." (Signed) Mrs. E. Taylor, 25 Bonmouth Place, Eagle Street, Norwich, England. Cuticura is ideal for every-day toilet uses. Soap to cleanse and purify. Ointment to soothe and heal. Soap & Ointment 1s. 3d. and 2s. 6d. Sold throughout the world. Free sample on request. Write to: Cuticura Soap Co., P.O. Box 100, New York, N.Y. Cuticura Soap shaves without hurt.

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Commission 5% to 6%. Trade Discounts allowed. Special Quotations on Demand. Samples sent from £10 upwards. Consignments of Produce sold on Account.

WILLIAM WILSON & SONS

(Incorporated in England) 25, Abchurch Lane, London, E.C. 4. Cable Address: "WILLSON" London.

HONGKONG STOCK EXCHANGE

HONGKONG, 21st SEPTEMBER, 1920

OFFICIAL QUOTATIONS

11 A.M.

BANKS

Settling Exchange 4 1/2 T. T. Hongkong Bank 100 = 82 1/2 b. East Asia Bank 100 = 115 b.

MARINE INSURANCE

Canton Insurance 370 b 370 s. North China Insurance 2 1/2 100 s. Union Insurance 1183 b. Yangtze Insurance 323 s. Far East Insurance 1 20 n.

FIRE INSURANCE

China Fire Insurance 1128 n. Hongkong Fire Insurance 318 n. Shantung 100 = 84 s. H. K. Steamboats 100 = 84 s. Indo-China (Pvt.) 100 = 84 s. Do. (Pvt.) 100 = 84 s. Shell Transport 100 = 187 n. Star Ferry 100 = 324 b.

RAFFLES

China 100 = 82 1/2 s. Malacca 100 = 82 1/2 s. Singapore 100 = 82 1/2 s. Penang 100 = 82 1/2 s. Hongkong 100 = 82 1/2 s. Canton 100 = 82 1/2 s. Shanghai 100 = 82 1/2 s. Hankow 100 = 82 1/2 s. Tientsin 100 = 82 1/2 s. Peking 100 = 82 1/2 s. Manila 100 = 82 1/2 s. Cebu 100 = 82 1/2 s. Zamboanga 100 = 82 1/2 s. Davao 100 = 82 1/2 s. Iloilo 100 = 82 1/2 s. Cebu 100 = 82 1/2 s. Zamboanga 100 = 82 1/2 s. Davao 100 = 82 1/2 s. Iloilo 100 = 82 1/2 s. Cebu 100 = 82 1/2 s. Zamboanga 100 = 82 1/2 s. Davao 100 = 82 1/2 s. Iloilo 100 = 82 1/2 s. Cebu 100 = 82 1/2 s. Zamboanga 100 = 82 1/2 s. Davao 100 = 82 1/2 s. Iloilo 100 = 82 1/2 s. Cebu 100 = 82 1/2 s. Zamboanga 100 = 82 1/2 s. Davao 100 = 82 1/2 s. Ilo

TO-DAY'S CABLES.

(Radio Service to the China Mail.)

"SINN FEIN IN INDIA."

NEXT THREE MONTHS PREGNANT WITH FATE.

TERRIBLE BOYCOTT.

The next three months will be the most fateful in the whole history of India says the Observer in an article headed "Sinn Fein in India" commencing upon Gandhi's motion for a total boycott of the British Government which the recent Indian National Congress passed. The extremists' plan, which was called non-co-operation, is not a loose boycott. Gradually titles and honours would be renounced, lawyers are to shun the courts, pupils to withdraw from the colleges, new councils to be boycotted, and foreign goods to be unobtainable. There has never been anything like it. It would wreck reform and open the floodgates of anarchy and cause the stoppage of railways and telegraphs, while revenue and commerce would cease, for if India did not import it could not export and the movement would soon break into violence.

A TREMENDOUS TASK.

On the other hand, it is noteworthy that nearly half the delegates to the Congress withdrew before the motion was carried. The Bengal leaders are solid against the extremists and at present there is the greatest need to mobilise this great bulk of moderate opinion if the Indian reforms are to be saved. The Observer declares that Gandhi wields a wider and more potent influence in India than any other popular agitator ever possessed. He is an exalted idealist of concentrated sincerity and has a genius for fanaticism and incitement. Consequently, a tremendous task awaits the Viceroy. The journal strongly favours Mr. Montagu.

WEATHER REPORT.

Sept. 21, 11A 57m. - Warning to Hongkong, Manila and Coast Ports - A Typhoon forming in Lat. 18° N. Long. 115° E., moving generally to the westward, and slightly to the northward. The centre of the storm is now over the Philippines. The wind is blowing from the south-east, and the sea is running high. The temperature is 80° F. and the humidity is 80%.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

SEPTEMBER 21, 1920, a.m.

Station	Hour.	Barometer at Sea Level.	Temperature.	Wind.		
				Humidity.	Direction.	Force. Weather.
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